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## FOREIGN MISCELLANY.

From the United Service Journal.

### ECONOMY OF A MAN OF WAR.

No. VIII.

“Periculosæ plenum opus aleæ  
Tractas, et incedis per ignes  
Suppositos cineri doloso.”

It is, indeed, treading upon hot ground, to treat of the doings of *Navarchi*; but having passed through the cockpit and wardroom, we are not to be deterred, by the grim sentry at the cabin-door, from paying our respects to the

CAPTAIN.—Here we have the “monarch of the peopled decks” himself; and his station, as a “lady passenger” once remarked, appears to be the most desirable in the ship, since he has nothing to do but issue his mandates, and they are forthwith obeyed. The berth, however, is not so easy as many imagine; for authority and responsibility bring a man’s ability to a severe test. A Captain must not only be capable of giving his orders, but also of enforcing their due execution, in the manner most conducive to the public service. In skill, intelligence, discretion, temper, and conduct, he should be a concentration of all that we have mentioned as necessary to the other officers, since he is not only the arch director of every movement, but also the individual answerable to the country for every act executed. “From him,” says the printed Regulations, “will be expected an example of respect and obedience to his superiors, of unremitting attention to his duty, and a cheerful alertness in the execution of it in all its situations, and under all circumstances; and although particular duties are hereinafter assigned, and various instructions given, to every officer in his Majesty’s navy, yet the Captain will be expected to see that all those instructions are obeyed, and all those duties performed by the officers to whom they are respectively addressed. From him it will be expected that all persons (whether officers or others) shall be corrected, or their conduct properly represented, who shall be disobedient or disrespectful to their superiors, neglectful of their duty, or who, by their conduct or conversation, shall endeavor to render any officer, or other person, dissatisfied with his situation, or with the service on which he is employed. He is to observe, with particular attention, the conduct of every officer, and of any other person under his command, that, being acquainted with their respective merits, he may assign them such stations as they may be qualified to fill; and for arduous and dangerous enterprizes, may select those whose ability and courage may afford the best hopes of success.”

To ensure efficiency for such a commission, the Naval Ordinance has latterly ordained, that no person shall hold the rank of Captain, until he have served one complete year as Commander; nor is any one to be promoted to the rank of a Commander, until he shall have served two complete years as a Lieutenant. But these trammels are insufficient to repress precocity, and the velocity which they allow to interest proves deeply injurious to the career of many an apparently fortunate youth, so naturally prone to feel less the importance of his trust than his elevation. Still the restriction, such as it is, is a decided improvement upon the system it supplanted, under which preferment was so frequently showered upon children, as to prevent their ever becoming men, from the ignorance and self-sufficiency which it nourished, and thereby adding a “gravaminous burthen” to the ships and companies they fell amongst. It was not

the fault of the *lucky* boys themselves that they were treated with commissions instead of lollipops; but those who so bestowed the parchment cannot be canonized for wisdom, honesty, or patriotism.

In the remarks which are about to follow, it must be borne in mind that our lucubrations are conned by many who have more partiality for, than knowledge of, the naval service, or it might savor of presumption to harp upon the duties of men who, as a body, are undeniably well qualified for their vocation.

When an officer has attained this important station, unless he has, by the mistaken zeal of friends, been pushed on too rapidly, his habits and ideas of duty will be so well formed, as to inspire a confidence in his own skill; otherwise he will be liable to perpetual embarrassment from the various opinions of others. No unauthorized interference ought ever to tamper with, or overpower, the steady resolves of reflection; for he who is doubtful of his own ability, will derive little advantage from the remarks of others, since it is an evidence of the capacity being unequal to the undertaking. Daniel Pell thought that he who undertook upon him the charge of a grand ship, “Had need to have an head as subtle as the serpent’s, eyes as sharp as the lizard’s, scent as quick as the vulture’s, hands as fast as the harpye’s, and feet swift for work.” But to render all these qualities available for the benefit of his king, that gentleman should have added: steady as a pump-bolt, cool as a cucumber, brave as a broadside, and one who, to use the words of Shakespeare, would not flatter Neptune for his trident. Above all, if he be desirous of pleasing his naval superiors and inferiors, his country, and himself, he should be a thorough-paced seaman, and fully capable of working his ship, under all circumstances, with that judgment and address which make the magnificent machine under his command an alert “thing of life.” This is a grand point for a commander to attain, even though he may not be often called upon to exhibit it; for the governor of the floating garrison should not appear too frequently in the common transactions of duty, but as much as possible reserve himself for particular occasions.

As a proof of the value of professional skill, in the eye of philosophy, we will cite the opinion expressed by Professor Robison: “I have often heard him say,” writes Mr. Gleig, “that in the Royal William he spent the three happiest years of his life. When he gave me the article ‘Seamanship,’ which is published in the Encyclopedia Britannica, he said it was the superior seamanship of Captain Hugh Pigot which so forcibly turned his attention to that noble art, and gave him such a love for the profession, that it is still a favorite subject of his thoughts. Indeed, I believe, that, if he ever formed a determination to devote his time to the improvement of any art or science, it was at this time to the improvement of the art of seamanship. When Captain Pigot took the charge of the ship, which, during very stormy weather, he generally did, the address with which he made her do whatever he pleased, after she had baffled the efforts of the officers of the watch, filled the mind of Mr. Robison with delight and wonder. It excited in him an ambition to rival such skill, whilst he confesses he despaired of ever surpassing it.”

Assuming that the Captain has already acquired the mastery of evolutionary movements, we now proceed to the detail duties of his office. When the ship is first commissioned, it will be his business to make himself fully acquainted with the state and condition of the vessel, and the qualities of the officers and crew, that he may so order affairs as to ensure efficiency, sobriety, cleanliness, and energy. He is di-

rected to be personally present at the receiving on board the ordnance and ordnance stores, and to see the great guns, small arms, swords, and equipments carefully examined. The printed instructions also particularly order him to send his clerk to be present at the entry of all stores and provisions, to take an account of them in writing, and by comparing the account so taken with the indents or vouchers of the officers to whose charge the supplies are committed, thereby check neglect or fraud. This has not, to our knowledge, been reduced to practice, nor could it be without detriment to the clerk's more material duties; the service, however, has lost nothing by the omission, since every body is well trained to understand the necessity of rigid economy throughout, and they are moreover punishable for waste. By the regulations, it is ordered that, "If any stores or provisions shall, through wilfulness or carelessness, be lost, destroyed, or embezzled, the circumstances, together with the names of the offenders, shall be particularly mentioned in the ship's log-book, and in the accounts of the officers who had charge of them, and the same shall be noted against the names of the offenders in the muster-book, to prevent their receiving their wages till the amount of such stores or provisions shall have been deducted therefrom."

The Captain is enjoined to be most frugal of the ship's stores, and is strictly charged not to purchase any without an absolute necessity for so doing. He is not to suffer any of them to be applied to private uses, or, without evident need, converted to other purposes than those for which they are supplied; neither is he to make any alteration in the shrouds, stays, masts, yards, or sails of the ship he commands: he is not to cut away any part of the ship's sides, or upper-works; nor to make new scuttles, nor to enlarge those already made; nor is he to convert canvass or sails, which are allowed by the establishment, into sails which are not allowed. This is Admiralty law, and yet so badly managed was their executive, that, except in the strict propriety of the officers and the utter absence of private speculation, most of the enactment was openly violated, and with advantage to the public. We do not here allude to those noted capper-bar men who reduced their carpenters to mere tools for cutting up the king's timber; but to the actual appearance of our men-of-war in the face of the world, wherein the royals, flying-jibs, royal sails, and all the variety of kites, with the rigging thereunto pertaining, were palpable evidences of the infraction of the printed instructions! This absurdity arose from restricting the furniture to a particular appointment, though it was well known to authority that other usages had obtained, whence the supply for the dock-yard establishment was pinched for the sake of making the desirable conversions, after the mode of robbing Peter to pay Paul. This led to the vouching of incorrect documents, and false expenditures, in order to screw the stores from "off charge;" and the mischievous practice was not only known to exist, but became customary. The course, it is true, was followed under the best motives; but mere good intentions are not always followed by good efforts; for it placed the strict commander in a most disagreeable dilemma, since it is no easy task to instil the nice distinctions of fictitious disbursement into the cranium of a warrant-officer; and the getting of his signature to vouch for expenditures which never took place, may give birth to notions somewhat lax with respect to the *meum* and *tuum* of a store-room. Such a pernicious system requires a thorough amendment.

The administration of the ship's stores involves a most arduous and heavy responsibility, in the quantity and variety of accounts which the Captain is compelled to keep; and which, as the law so ordains it, we advise him to keep most punctually, or it will be to his cost. He should therefore strictly examine the muster-rolls, vouchers, supplies, expenses, and

returns of the several departments, before signing them; and he ought to ascertain that all the entries and discharges of men, the slop, allotment, remittance, and straggling monies, and the produce of dead or run men's effects are duly and exactly entered.

Having admitted all this, we must add that, in our opinion, the system of saddling the Captain with the task of making counterparts of the documents of officers who should be exclusively responsible for the charge of their own stores, interferes with the nobler duties of his station; nor does the coadjutancy of a clerk relieve him from the penalty of error, nor the drudgery of investigation and inquiry.

The Captain is to direct the necessary sentinels to be placed for the preservation of military order, and is to be extremely attentive in taking every possible precaution to prevent accidents by fire. As a means of pursuing this end, the printed Instructions direct that he is not to suffer any, except the most careful officers and men, to have berths, or to sleep in the orlop or cable tiers, where lights are never to be used, without his express permission, but in good lanterns. He is not to allow the smoking of tobacco in any other place than the galley. He is strictly to forbid the sticking of candles against the beams, the sides, or any other part of the ship; he is to enjoin the officers not to read in bed; he is to order that no spirits be drawn off but on deck, and by day-light only, except in emergency; and at the setting of the watch, all the lights and fires are to be extinguished by the Master-at-Arms and ship's Corporals, except those which the Captain shall expressly permit to be kept burning.

As every person entrusted with the charge of a ship has, in a great measure, the happiness and health of the whole company dependent on his superintending care, so high a delegated power should be exercised with such impartiality as to give him a moral influence over them. It therefore behoves him to study the character of both officers and seamen; to encourage the worthy; to restrain the disorderly; and to do his duty with upright resolution. To effect this, he must most equitably rate the men on the books according to their respective abilities; see that they are appropriately quartered and stationed; and that their comforts, clothing, and cleanliness, are properly attended to. He must assure himself that, on every occasion, the whole crew under his command have strict right done them in all affairs of provisions and wages, and should suffer none of the inferior officers or men to be treated with cruelty or oppression by their superiors—he alone being the organ of directing punishment when that disagreeable alternative is required. He is, also, to be present at all payments made to his company, whether of wages, bounty, short allowance, or other monies; to rectify mistakes, and to see justice rendered.

As the "Father" of the ship's company, a good Captain will exert himself in directing the general superintendence, so as to maintain high order without the observance of austere ceremonial—the latter being a point inimical to the rough-and-ready character of regular-built seamen. The officer who fortunately possesses the *suaviter in modo* with the *fortiter in re*, will find no difficulty in quickly organizing his men; and a recollection that they are liable to all the fortuitous accidents that the four elements can expose them to, besides the whole tribe of casualties of service and climate, will ever prompt the best feelings in their behalf. But in this there can be no disposition to court popularity by truckling or subservient measures; and as the executive duties are to be carried on by the First Lieutenant, the Chief should be cautious of openly meddling in minor affairs, recollecting what the old Satirist says, "He who will not maintain his dignity must soon lay down his duty." On the other hand, we by no means recommend that rigid and saturnine demeanor which



sometimes results from a commixture of ill-temper, arbitrary power, and sudden elevation; and which has been exerted to depress the energy and goad the feelings of subordinates. Without that fervor for diving into and excelling in matters of little or no moment, which is the wayward failing of men of small talent, and without giving the slightest countenance to tale-bearing, a Captain may make himself acquainted with the whole interior details of his ship for the purpose of making her crew as happy as the necessary subordination will admit of. The three great points conducive to this are, to let the people's mess affairs be as much under their own control as possible; to be deliberate and regular in reward and punishment; and to be as indulgent in granting leave to go out of the ship, as the obligations which bind him will allow.

The non-interference in mess matters, as far as can be done without impropriety, is of more importance than appears at first sight, as it gives the seamen a privilege of acting for their comfort and convenience: no idea of trouble which the Purser or his steward may start, as to a man more or less in each mess, should for a moment interlere with so reasonable a right. From this principle springs the co-fellowship so striking in sickness and misfortune, and from its operation originated the kindly, though apparently exclusive, axiom: "messmate before shipmate."

As the Captain is to be considered the fountain of discipline, we beg to remind him of the established axiom, that it is not the severity so much as the certainty of punishment that is effective; and that severity, when injuriously directed, increases the evil which it is intended to cure. It is therefore meet at times to bear lightly with trivial failings, and to refrain from dogmatic orders on inferior points of duty; for exactitude may be carried to excess. The spokesmen of the Bay, who of course deliberate upon these matters, know well how to distinguish between tyranny and the exaction of due obedience; and the emotion of regard in a seaman towards his commander, arises from a perception of his kindness, in like manner as the emotion of dread is excited by a perception of his power, and of respect by that of his conduct and talents.

That submission, therefore, which is compelled without the understanding being convinced, will admit of the utmost disorganization, and is often only an apparent action, under which the greatest discontent may be cankering. To preserve a crew from becoming troublesome or disaffected, they must be treated as men; and while made to obey the official regulations, should have their own rights strictly recognised. The great Admiral Blake said that officers and foremast-men were equally fellow-servants to their country. Words of this import sound more animating to a British ear, however trite a truism they convey, than those which fill some quarter-deck harangues. Harsh and threatening language should be carefully avoided by every commander, but not more so than familiarity; the frequent alternations of both—often met with, *usque ad ineptias*—is a folly which stamps an irresolute mind; for, as Lord Bacon said, "certain it is that nothing destroyeth authority so much as the unequal and untimely interchange of power pressed too far and relaxed too much."

It might be invidious to prescribe how a gentleman should conduct himself towards other gentlemen, but that sometimes the nicer feelings have been terribly blunted by the exercise of command, to the verification of what Hobbes declared, that, when reason is against a man that man will be against reason. A little reflection ought to convince the commander that every proper indulgence which the service can admit of ought to be granted to the quarter-deck walkers, whose responsible duties and sea privations render occasional relaxations desirable and necessary. "A Captain may mistake the mode of making his

ship's company happy," says Admiral Griffiths, "because, never having been before the mast, he acts from theory to them; but he must have been in the actual situation of his officers, and therefore, from practical experience, must know where the shoe pinches." While, therefore, he superintends the younger and directs the mature officers in the strict performance of every duty, he should also seize every opportunity of doing kindness where such is likely to be requited by proper behavior.

Among other hints, in respect to a beneficial intercourse between the commander and commanded, we must decry the practice which has lately obtained with certain Captains of dining alone. The hospitable old custom of a chief inviting his officers, though bearing hard upon his means, was attended with much benefit to the service, by enabling him to observe something of the capacity and address of his subordinates; while, at the same time, it conferred a high tone on naval association, and raised the importance of the invited in the eyes of the ship's company. At such times, freedom of conversation should be promoted and encouraged by the inviter, who must then consider himself only as one of the company, and he may safely rely upon the decorum which good manners will maintain. Some Captains, it is true, have thought otherwise; and, careful that condescension should not engender familiarity, expect the guest to confine his tongue to a mere assent to remarks on the temperance of the weather, or other matter of equal import. This ill-placed hauteur induced a naval satirist thus to exaggerate: "Once a moon, perhaps, he invites some Lieutenant to taste his bounty; but the poor gentleman finds his dinner bestowed rather as a charity than an honorable entertainment; for, upon his entry, he finds him beforehand seated at the table with as stiff an air as if he expected your coming to kiss his toe; for no Pope on earth can look greater. Down you sit along with this dumb god, who shows you what you are to do next by first helping himself. If you won't follow, you must fast; for, by Neptune! he won't assist you."

All the open and public forms of ceremony and respect ought to be rigidly preserved, as being conducive to the happiest state of discipline and efficiency. The printed Instructions, as well as the customs of the navy, have combined to establish the deference and salutes of inferior to superior officers, through all the grades of rank and seniority; but there are many observations which follow good feeling. Among the first of these obligations is the honor of the British flag; a flag which has so triumphantly braved the battle and the breeze; insults to which have so often been promptly followed by condign punishment. Every Captain is enjoined to be most careful of the ship's colors, which are never to be hoisted at sea, except on the meeting with other ships, or for the purpose of being dried. He is also to see that no merchantmen carry any pendants, or what may be taken for them, or any ensign, except that ordered by his Majesty for the commercial marine, nor is he to allow any foreign ships to ride in our ports and roads under false or improper colors. So strictly was the integrity of the flag always maintained, that Prince Rupert is reported to have put in irons the commander of the ship which brought over the corps of the Duke of Richmond from Denmark, for no other reason than because he had imprudently, and contrary to the rules of the service, hoisted a *black flag* in compliment to the deceased, instead of that which he ought to have displayed.

Next to the honor of the flag, the deference due to rank and seniority is perhaps one of the most beneficial to the service; we, therefore, are somewhat adverse to dispensing with forms and observances on which so much of it depends. On these points, there are evidences that age and servitude do not always manifest experience; whence it is no wonder that young officers are sometimes mistaken in their mo-

dels. Among other instances, we may cite that of Captains making unnecessary use of short boats, dispensing with guards, and other inaccuracies, which as often result from a touch of Lucifer's darling vice, "the pride that apes humility," as from a view of sparing the men.

It is admitted that discipline, by enforcing the maxims of silent and prompt obedience, creates energy, coolness, and dexterity, and converts an otherwise unruly mob, convulsed by discordant caprices, into a compact and regular body of men, guided and actuated by one will. This it is that makes the microcosm of a ship an object of such wonder to land-men, by rendering the interior of a man-of-war a picture of health, comfort, and satisfaction. Under this wholesome restraint upon evil principles, which allows of both judicious treatment and ample indulgence, a more high, loyal, and independent spirit is maintained than is known to those who revel uncontrolled in licentiousness; whence an oriental proverb finely compares the career of disciplined warriors to the flight of the falcon, which, though fettered, soars high. Yet in these hours of security, naval discipline has been fiercely assailed, and its principles arraigned before the tribunal of popular clamor, in a manner derogatory to judgment, and inimical to the maintenance of good order in our fleet. Much of the meddling is owing to benevolent and well-meaning, but mistaken, notions of universal philanthropy; much to ignorance of the real bearings of the question; and still more to the interested views of demagogues and partisans, who would fain resist all authority: but whatever the motives may be, it is a subject which involves principles and consequences, of the extent of which the orators have no conception, and their diatribes may engender evils of which it is neither easy nor pleasing to foresee the effect.

The professed object of the declaimers is to amalgamate the martial and civil codes, under the axiom that abstract liberty is the only aim and design of governing. But, to meet them on their own ground, we assert that the true and proper end of government is the general happiness of the community; and to produce that end, it must unquestionably operate by restraint; for, from the extent of vice, folly, and ignorance, it is absolutely necessary that the majority of mankind must be subject to perpetual control. Theoretical arguments are plausible enough till opposed to facts; and in this instance the facts are powerful probatives in showing that real personal liberty is a direct result of the restraint imposed by Government upon the law-breaker:

"Happy the man, alone thrice happy he,  
Who can through gross effects their causes see."

We must here remind our readers, that by discipline we mean a proper attention to every department of duty, insisting as well on all the rights as the penalties of the code; not that meddling, fidgetty, teasing interference, by which some martinets delight to exercise their official authority. The charge is at once onerous and honorable, and upon its prudent administration depends the comfort of the crew, and the efficiency of the ship. It is not in projecting trifling innovations on board, or making incursions into the provinces of other officers, that a commander improves or displays his talent; it is by patriotically studying the higher duties of his profession, and making himself capable of meeting probable events. Thus Nelson formed himself; and thus, from Blake and Drake down to De Saumarez and Keats, have our best leaders sought distinction.

But regularity and order must ever accompany the love of glory, to render the passion advantageous to the nation; and he who would command with success, must well comprehend the lesson of obeying. It is therefore that we deem the present age for dispensing with forms and public marks of respect, with the

modified subordination of officers towards each other, which has undeniably taken place of late, may induce a familiarity highly subversive of that salutary rule which has been the mainspring of our superiority. Yet the benefit and necessity of a graduated restraint have always been acknowledged among civilized armaments, where it is known that numbers signify little unless instructed; for, as Virgil has it, it never troubles the wolf how many sheep there be.

"Order and discipline," saith Machiavelli, "are more available in war than valor or force." At the siege of Oczakow, a piquet, advancing to occupy a post, were informed that it was seized by the Turks, and if they did not retreat they would encounter certain death. "Prince Dolgorouski must answer that," said one of the soldiers. Not a man returned. But stoicism in time of battle, though a valuable virtue, is not the highest result of order and subordination, which are natural enemies to effeminate luxury and its concomitant vices. The annals of the British navy are replete with instances of the noble effects of discipline; and our seamen have, in many cases of fire and hopeless wreck, displayed a magnanimity of spirit only exceeded by the moral courage of their resignation.

In assuming the direction of a ship's company, a Captain need not alter every thing that his predecessor had done, since advantage must accrue from any step which tends to advance a fixed system of naval command; for, though governed by one code of laws and regulations, yet the different modes of administering them in the navy produce the most obvious effects on the interior economy of the ship, so that few assimilate very closely to each other. This is often productive of great vexation to the men, and injury to the service. A decided conduct, grounded upon judicious arrangements, systematically observed and executed, produces good discipline; while a bad one results from indecision, indifference, or capriciousness. In these cases, the point which presses principally on the people is the mode and measure of inflicting penalties; for what in some ships may be deemed venial, is criminal in others. Much of this must depend upon the Captain's view of the service; and where the heart and the understanding are good, the conduct must be just and considerate.

It has been alleged that commanders of men-of-war are too absolute; but as alacrity is the soul of naval evolution, it is quite necessary that the power of summary means should be assigned to them, or the interests of the public would be at stake under various emergencies. It should be recollected that punishment is an evil consequent upon the commission of crime, in order to prevent its recurrence; not being inflicted in vengeance of the offender's past career, but for its prospective moral effect. It is, however, a serious and disagreeable office, in which a Captain should maintain his temper, and never allow his judgment to be hurried. To hear a cause, to pass sentence, and then to attend its execution, are circumstances that require deliberation; and except on occasions which call for strong measures, a stated time should elapse between receiving the report and giving judgment. The Roman fasces, according to a guess of Plutarch, were tied up, in order that a necessary delay might occur in unbinding them for use; a significant hint to rash magistrates.

Punishment is certainly a delicate topic to touch upon; but we must recommend more form and ceremony in its infliction than some commanders appear to think necessary. To add solemnity to duty, the ship's company should be mustered at divisions, and the officers wear their side-arms, after which the offender's crime, and the Article of War which he falls under, should be distinctly stated. Yet we have known men, who affected benevolent feelings, hurry this truly responsible duty, with a warmth and haste not very creditable to their station. "I cannot," said Lord Collingwood, "I cannot, for the life of me, com-



prehend the religion of an officer who could pray all one day, and flog his men all the next." While mentioning the penalties, we must also recal the necessity of a Captain's making a judicious use of the small patronage in his power, by way of rewarding diligence and merit; but in making promises as to ratings, or other benefits, he should be prompt in the fulfilment, recollecting the adage:

"Dono molto aspettato, e venduto, non donato."

In order to promote the regularity so desirable, the Captain is enjoined by his instructions to cause the Articles of War, the abstracts of all acts of Parliament for the encouragement of seamen, and such other orders or regulations as may be from time to time established for their guidance, to be read to the ship's company, the officers being present, once at least in every month. He is also to give directions, if his ship bear a Chaplain, that Divine Service be performed, and a sermon preached, every Sunday, unless prevented by imperative duties or weather. He is not to employ the crew on Sunday in any other works than those which the public service shall absolutely require; and he is, to the utmost of his power, to prevent all profane cursing and swearing, all drunkenness, gambling, rioting, and quarrelling, and, in general, every thing which may tend to the disparagement of religion, or to the promoting of vice and immorality. In these exertions he must not merely confine his strictures to those before the mast, but apply them generally, and he will be sure to substantiate the verity of the saying, that good officers make good men.

(To be continued in our next.)

From the *Londonderry Journal*.

**THE VOYAGE OF H. M. S. TERROR, COMMANDED BY CAPTAIN BECK.**—Further particulars.—We are happy to be able to lay before our readers the following very interesting information, which we have been at some trouble in collecting. We believe we were wrong in saying that Capt. *Back* was the commander of the *Terror*—the name should have been written *Beck*. The great similarity of the names is our excuse for committing the mistake.

The crew of the *Terror* consisted of 60 individuals, including Capt. Beck, Commander, Mr. Smyth, 1st Lieut., Mr. Stanley, son of the Bishop of Norwich, 2d Lieut.; Mr. McMurdo, 3d Lieut.; Dr. Donovan, Surgeon; Mr. Mould, Asst. Surg.; four Midshipmen, Messrs. Fisher, Makard, McClure, and Gore; Purser, Mr. Laws; and the Master, Mr. Saunders. All the men volunteered their services, and a finer crew could not be found. They sailed from England in June, 1836, got attached to the first iceberg on the 8th of August following, and continued attached to it, moving with it, till February, 1837. During this period they were in the most imminent danger, their bags and stores being often in the boats, alongside, and ready to leave the ship. In February they were literally lifted on the top of the ice, by the union of two masses of it together, one on either side of the ship. Here remained till July, and during their stay, often walked out on the ice. A forge was also erected on it, close to the vessel. For a month previous to their getting out of the ice, the men were hard at work, twelve hours each day, sawing her out, with a saw 34 feet long, composed of two saws welded together. Her stern works were very strong, being six feet thick; yet they were almost completely bruised in, so that it was found necessary, on clearing the ice, to secure her, as already mentioned, by three double chains, carried under her bottom. Her bows were 12 feet thick. From the moment they cleared the ice, the men were incessantly at the pumps, night and day, one-half sleeping while the rest were pumping, six feet of water being in the hold. They pumped by means of a ladder placed horizontally over the pump,

with eight or nine rope handles descending from its starboard one. It is here worth remarking, the exhilarating and enlivening effect produced among the brave but almost exhausted crew, by the singing of a series of songs, while at work, composed by one of the sailors, who had been a long time at the West Indies, in the merchant trade, where he picked up the tunes from the black fellows. Although it is contrary to man-of-war discipline to allow noise at work, yet, in this case, it is agreed on all hands, that he was of the greatest service; any thing being excusable which could encourage men situated as they were. The fatigue was so great at the pumps, that several officers had volunteered their services to relieve the men, had they not reached Lough Swilly when they did. On their arrival in the Lough, finding that the vessel would neither "wear nor stay," they anchored off Knockalto fort, and two midshipmen proceeded to Bunerara for fresh meat, assistance, &c. On the intelligence of the distress being received, Lieut. Lane, R. P., and his party, proceeded direct to the vessel, and afforded timely and valuable assistance at the pumps, relieving the poor fellows who were so much exhausted, working night and day, previously. About 12 o'clock, Dr. Evans, the surgeon and agent at the Bunerara, proceeded on board to see the sick, who were still laboring under the effects of the scurvy, which very few of the crew had escaped; and the next day seven of the men, and the assistant surgeon, who suffered severely, were landed, most of them being likely to make a speedy recovery. They had an abundance of preserved meats and spirits on board, and for water they chopped up the ice, and put it into cisterns over the stoves, where it was thawed, and was used, the water being quite fresh. The disease was chiefly owing to the extreme cold, which averaged minus fourteen, descending sometimes to minus fifty-four, by which both mercury and brandy were frozen. The temperature below deck was sometimes as high as eighty-six, kept up mainly by stoves; the pipes which were carried round the ship, for conveying the hot water, having burst, and not being found to answer. It was also remarked, that those who used least of either tobacco or ardent spirits came best off. This is Capt. Beck's fifth voyage, having accompanied Sir John Franklin as midshipman, and also made two land passages, previous to this. As is usual on such occasions, Capt. Beck will publish his discoveries, &c., which will be read with great interest, which interest will be further augmented by seven admirable drawings, made by Lieut. Smyth, exhibiting the vessel in her various situations. A happier or a pleasanter set of officers, or a more united crew, never existed; and had the officers been aught but the best and kindest, the men could not have endured it. They had intended to winter at Repulse Bay, but were kept about 90 miles from it by the ice. The gunner, who died, desponded greatly; the sailor had been two similar voyages before; and the boy was very delicate; all bad subjects for the complaint of which they died. Nothing could exceed the delight of both officers and men on seeing a human being. They heard nothing of the King's death, nor any news whatever, not having seen a single vessel since they left England; and a year old newspaper was a great treat to them. They saw three or four white whales, a few sea horses, and shot two white bears and a reindeer, which feasted them on Christmas and New Year's days, and which they say was superior to any venison they had ever tasted. The deck presented an extraordinary scene on Monday—officers and sailors getting the ship under weigh, revenue police and two or three constabularies at the pumps, occasionally relieved by the country people, who came on board with potatoes, (a great treat,) fowls, lobsters, &c.—here and there an artillery-man and water-guard, all mixed together, presenting a very motley group, and those at work busy, chorusing the sailor's song of

"Sally round the corner." A countryman came off to pilot them up, and told the Lieutenant he had better get under weigh, as they had only eight fathom water; and on the Lieutenant telling him that the man at the lead had just called sixteen fathoms, he said, "I don't care a d—n for the man or lead either, I'm right." However, it was necessary to engage a good old pilot, Dennis Martin. In the evening the Wickham, revenue cutter, Lieut. Murray, hove to and sent twenty men on board, to relieve the revenue police, &c. The Terror is at present lying off Rathmullan, where they intend to beach her, to repair her, so as to get her round; for as soon as one leak was stopped at sea, another appeared.

**LOST ISLAND.**—The abode of Alexander Selkirk is no more to be found. The Island of Juan Fernandez has vanished from the ocean. Yet, though blotted from our maps, it is green and beautiful in the verse of Cowper, and the Narrative of Defoe. The following is from an English journal.—*N. Y. Evening Post.*

"The Isle of Juan Fernandez has recently disappeared from the South Sea. It was, doubtless produced at some remote period by a volcanic eruption, and it has been destroyed by an earthquake. Between the double catastrophe which marked its origin and its disappearance, no history in the world has made so little noise as the history of this island. If countries, like men, have their personal glory, the isle of Juan Fernandez has certainly had its share, in having afforded an asylum to the shipwrecked mariner to whom Daniel Defoe gave the immortal name of Robinson Crusoe. The island took its name from Juan Fernandez, a pilot of the 16th century. He was in the habit of sailing along the South American coast from Peru to Chili, meeting with no enemies but the south winds. These were, however, such redoubtable ones, that they became a rude, although sufficiently severe, school of navigation. It occurred to him on one occasion, whether or not, by putting out further to sea, he might not avoid these terrible winds.

"He made the trial, and found that it was crowned with success; his vessel glided over the sea as if by enchantment. During one of his voyages, about the year 1752, Fernandez discovered a coast which he knew could not be that of Chili, and, happier than Christopher Columbus himself, he immediately called it after his own name. He found that it was an island, and on his return, recounted the wonders of the place; but when he proposed taking a colony out there, the Spanish Government showed no disposition to favor his design. Fernandez, however, established himself there; but after some time he abandoned the island, leaving behind him only a few goats, which became greatly multiplied. It is by some doubted whether Spain allowed him to keep quiet possession of the place, but it is more probable that the cause of his quitting it was a return of his passion for the sea, and the life to which he had been so long accustomed. To his adventurous life he then returned, and it is by some authors asserted that he was the first to discover New Zealand."

#### DOMESTIC MISCELLANY.

**A COAST GUARD.**—The capture of the *Susquehanna*, or—should there happily be a mistake about the matter—the terrible state of consternation and alarm into which the city has been thrown for the last two days, will, we trust, draw the attention of the proper authorities to the early establishment of a home squadron or a coast-guard. We alluded yesterday to the project for this purpose, furnished some years since by Commodore Stewart, and its suggestions should be examined, and if, in every way practicable and consistent with the wants of the coast, as they doubtless are, coming as they do from an officer of so much intelligence and experience, should be at once carried

into effect, or be made the basis of a proper establishment. It appears to us that there should be a line of sentinel vessels adapted to the purpose, who should be constantly passing and repassing each other throughout the line of our coast, and the services they would render to the public by the relief of distressed vessels, and the saving of lives, would doubtless far outweigh the expense to the Government.

Public attention in this city is now strongly drawn to another fact. The port of Philadelphia has no armed vessel which is available for any purpose. It is altogether defenceless, and this piratical schooner could just as safely have captured a vessel in the Delaware itself, as have carried her off from the Capes. Ought there not, in arranging a coast guard, to be provision made for having one of the vessels of the home squadron always in the vicinity of the great seaports, to be ready to act in any emergency? At present, we are not only without a vessel, but our Navy Yard cannot even furnish the arms required for the sailors, should they be called upon to operate with a Revenue Cutter, or any other species of craft. This state of affairs should not be suffered to exist, or we may have further cause to repent it. If the daring outrage of these pirates—an act never surpassed in insolence and boldness—is crowned with perfect impunity, it is not likely the example will be lost upon others of the same disposition. Our ports and our roadsteads have no protection, and now that the game is begun, it is not likely to cease while we remain in the same condition.—*Pennsylvanian.*

**HOME SQUADRON.**—The possibility of such an event as has befallen the *Susquehanna* affords a powerful argument in favor of the maintenance of a Home Squadron. Whilst our commerce is protected in distant seas, our coasting trade is at the mercy of every buccaneer, and our principal ports even exposed to insult. Every other maritime power has on its coast one or more squadrons, ready, at a moment's warning, for any emergency of service. How hopeless would be the chance of escape of a pirate seen in the British Channel. Within six hours from the time it was known at the Admiralty, the intelligence would reach, by telegraph or express, every naval depot of the Kingdom, and a score of vessels be in pursuit. How different is the case with us. But for the accidental presence of the Porpoise, and the Exploring Squadron in New York, Government perhaps had not a vessel that could have been sent to sea at a week's notice.

There should be a squadron, consisting of a second class frigate, one or two sloops of war, a steamer, and several brigs and schooners, kept constantly on the coast. Their rendezvous might be Hampton Roads. They should visit all the ports in succession, and thus permit the officers to acquire a practical acquaintance with our own coast, of which, except in a few cases, they are generally ignorant. The squadron would be a fine school for the junior officers, and appointments to it would be sought for with avidity. They might be sent to sea on experimental cruises, and thus an opportunity be afforded of practising the evolutions of a fleet. The smaller vessels might be sent out with despatches, in case of an emergency. In short, the utility of such a squadron is so obvious, that we hope it will soon be provided. In the present state of our maritime defences, an 18 gun piratical brig might lay one hundred towns on our coast under contribution.—*Fredericksburg Arena.*

**THE SUSQUEHANNA.**—Now that the safety of this vessel is ascertained, the moral of the story will not, we trust, be lost; and that is—the duty of keeping afloat, at all times, a home squadron. For years, we have, in this paper, urged the policy and advantages of such a measure, but in vain. We hope the hint may now be taken. All that, under the circumstances, could be done, was done by our gallant na-



val officers. Their alacrity and zeal on the occasion, from those of Commodore Ridgely, who, in so few hours after he received intelligence of the supposed piracy, had the Porpoise ready for sea, to those officers who were so prompt to volunteer, in any sort of craft, to pursue and punish the marauder, will be none the less gratefully remembered from the fact that the alarm turns out to be unfounded.

Nor should full credit be withheld from the Secretaries of the Navy and the Treasury, both of whom were prompt and decisive in putting forth all the energies of their departments, to cause the supposed pirate to be intercepted, if possible.—*N. Y. American.*

*From the Washington Globe, Oct. 9, 1837.*

MR. EDITOR: It is with no ordinary feeling of solemn gratification that we are enabled to announce to the public the construction of a massive marble coffin in which the remains of the immortal "Father of his Country" have just been deposited in the family vault at Mount Vernon.

After a lapse of thirty-seven years, the wooden coffin has been twice renewed, and the relatives of this great man have, with a becoming and laudable desire, sought for a more permanent and imperishable receptacle in which to enshrine the ashes of Washington.

Mr. Struthers, a citizen of Philadelphia, was applied to for the construction of a marble sarcophagus; who, with a spirit of liberality, prompted by a deep feeling of regard and reverence for the character of Washington, solicited of Major Lewis the privilege to construct and present to the relatives a coffin composed of Pennsylvania marble, which he has executed with surpassing boldness and beauty of sculpture, for which this gentleman deserves the thanks of the community at large.

The sequestered spot upon which the present family vault is built, lies on the southeastern slope of Mount Vernon, and was selected by General Washington a short time previous to his death. It is skirted by a dense wood in front of the enclosing walls which contain the tomb, and consists only of a brick front, guarded with an iron gate and gothic archway, over which is the following inscription:—

WITHIN THIS ENCLOSURE RESTS

THE REMAINS OF

GEN'L. GEORGE WASHINGTON.

Over the door of the vault is a panel bearing these impressive words from St. John:

"I am the resurrection and the life; he that believeth in me, though he were dead, yet shall he live. And whosoever liveth and believeth in me, shall never die."

The sarcophagus is placed on the right of the entrance, between the outer wall and the vault; and the ceremony of depositing the leaden coffin within the marble cavity was consummated on Saturday last, by Mr. Strickland, Mr. Struthers, and Mr. Hill, the sculptor, in the presence of Major Lewis, Lorenzo Lewis, John A. Washington, George Washington, Miss Jane Washington, and the Rev. Mr. Johnson and lady.

FABIUS.

PROFESSOR SMITH.—It affords us much pleasure to state that FRANCIS H. SMITH, Esq., of this Borough, was elected Professor of Mathematics in Hampden Sidney College, in this State, at the recent session of the Visitors, and that he will accept the appointment. Mr. Smith is a graduate of West Point, and was formerly Assistant Professor in that justly celebrated institution. After resigning his commission in the army, he engaged in the field of practical Engineering, and had just returned from an arduous tour of duty on the coast and sounds of North Carolina, the charts and drawings of which he was preparing for the eyes of Congress, when he received the unsolicited honor of a Professorship in Hampden

Sidney. We would not be surprised to learn, that Mr. Smith will avail himself of the leisure of a purely literary life to prepare a series of text books for the student of Mathematics of a higher order than those now in common use, and he will especially cherish in the hearts of young Virginians that regard for the sciences which it cannot be denied they have not shared heretofore as they deserved. It is mainly by its mathematical course that West Point has stood so high, and we are pleased that an opportunity is presented of introducing its leading feature in an institution of a more scholastic kind. Practical knowledge is the desideratum of the age, and we hail every movement that tends to diffuse it among ourselves.

It is a gratifying fact that Norfolk, within a short period, has contributed three of her citizens to fill professorships aboard: Professor MAHAN of West Point, Professor DUNCAN of Randolph Macon, and, as above stated, Professor SMITH of Hampden Sidney.—*Norfolk Beacon.*

### SELECTED POETRY.

*From the N. Y. American.*

#### THE DYING VOLUNTEER.

BY G. W. PATTEN, U. S. ARMY.

"They said more died from sickness than from the sword."

Here, comrades, rest me here!  
Beside the grassy road,  
Let yon soft couch, where autumn sere  
Hath cast her robes from year to year,  
Receive your weary load.

Leave me where the breezes play  
'Mid palm trees waving high,  
And flowers exert such pleasing sway,  
That Death himself aside might stray,  
Forgotten where I lie.

Council yon leaping stream  
To strike its thunder strain,  
And let awhile each billowy gleam  
Invest my sight—that I may dream  
The battle wakes again.

That blazing banners fly  
Where steeds expectant stand,  
And as I breathe my latest sigh,  
Of dying as I hoped to die  
With the falchion in my hand.

For this I left my home,  
But the wild, wild dream is past;  
No more upon my ear will come  
The war beat of the gathering drum,  
Or the trumpet's rousing blast.

The sun hath set in night  
Which once so fair did shine,  
Wresting forever from my sight,  
Column deep serried for the fight,  
And square and wheeling line.

Upon the battle bed,  
While rang the banner cry,  
Gazing upon the Eagle red,  
Whose shadowy wings above me spread,  
It was my prayer to die.

Not thus unwept—alone,  
Fainting to yield my breath,  
Where the hot day-breeze hath a tone  
While passing, like the fever'd groan  
Of melancholy death.

Yet not in vain shall flee  
My life's fast melting ray;  
Comrades go tell them, who like me  
Still pine to sail on glory's sea,  
How little wise are they.

And mention, as ye came  
Along the wandering wave,  
How, on a spot without a name,  
Far hidden from the search of Fame,  
Ye paus'd beside my grave.

WASHINGTON CITY ;  
THURSDAY, ..... NOVEMBER 9, 1837.

**ARMY AND NAVY REGISTERS FOR 1838.**—These annual publications will be officially issued early in January. Persons desirous to possess copies of either, are invited to forward their orders to the editor of the Army and Navy Chronicle. As the editions of former years have been very soon exhausted, orders should be forwarded as early as practicable, to prevent disappointment. The price will be 37 1-2 cents per single copy—three copies for one dollar—or three dollars per dozen.

Subscribers to the Chronicle, who will remit the next year's subscription, without delay, in money current in the District of Columbia, free of postage, shall receive a copy of either Register without charge.

**EXPLORING EXPEDITION.**—The following appointments, as we understand from good authority, have been made by the Secretary of the Navy :

Lieut. JAMES GLYNN, commanding the brig Consort, Geographer and Hydrographer.

Lieut. MATTHEW F. MAURY, of the ship Relief, Astronomer.

Chaplain WALTER COLTON, Historiographer and Librarian.

The duties of these several appointments will be discharged by the respective incumbents, we believe, in addition to their duties as officers of the navy.

We shall publish a list of the members of the scientific corps, as soon as we can ascertain the station to which they have been assigned.

#### ITEMS.

Midshipman Knox, with five men from the navy yard, went down yesterday afternoon in a row boat to board the ship Saracen, in President Roads, and, while alongside the ship, the boat was swamped, and two of the men drowned.—*Boston Atlas*.

**THE ALIEN SOLDIERS.**—The *Courrier des Etats Unis*, in New York, published last Saturday, says :

"We understand that the commissioners authorized to raise two companies of French and German volunteers, for the war in Florida, have selected for captain M. Seiler, chevalier of the order of William, king of Holland. M. Lawers is appointed Lieutenant. About 100 subalterns and privates have already enrolled themselves as members of this corps, the uniform of which is very handsome."

U. S. steamer Poinsett, Trathen, Black Creek, 24 hours, with despatches, arrived at Charleston the 31st ult. Left at the bar, bound out, 6 brigs and 2 schrs. that had landed U. S. troops; they were from New York and Old Point. Gen. Jesup was at St. Augustine 30th.

The U. S. Revenue Cutter Gallatin, Gold, was off New Castle, 4th inst., for Philadelphia, having returned from a cruise of ten days.

The brig Gen. Sumter, Capt. Bennett, arrived on Friday, 20th inst. in the St. Johns, (E. F.) with 120 U. S. troops from Fortress Monroe, whence she sailed on the 15th. The following is the list of officers. Capt. J. M. WASHINGTON, Commanding.

Lieutenants—B. H. Hill, J. Sedwick, J. H. Bates, A. M. Rutledge. Asst. Surgeon—W. S. King.

The brig Franklin, 35 days from Havana, was fallen in with by the U. S. Cutter Morris, on Saturday, 28th ult. ten miles south of Cape Elizabeth, with the loss of mainmast, bowsprit, fore-topmast, and other damages. The Cutter took her in tow,

and succeeded in getting her to the mouth of Portsmouth, but, owing to the violence of the wind, could not get her in, and, on the 29th, bore away for Cape Ann, and arrived below Boston on Sunday.

#### ARRIVALS AT WASHINGTON.

Nov. 4—Lieut. R. Anderson, 3d Arty., Fuller's.

Lieut. F. A. Lewis, 1st Arty., Gadsby's.

6—Dr. W. S. W. Raschenberger, Navy, Fuller's.

Purser R. R. Waldron, do. do.

#### LETTERS ADVERTISED.

PENSACOLA, Oct. 1, 1837.

ARMY.—Capt. E. Harding, Capt. C. S. Merchant.

NAVY.—Lieut. J. L. Ball, 2; Dr. T. A. Parsons, 2; Lieut. James Ward, 4.

MARINE CORPS.—Capt. T. A. Linton, 2.

REVENUE CUTTER SERVICE.—Capt. F. Green, Lieut. Gay Moore, Lieut. W. B. Whitehead, Lieut. J. T. Walker.

NORFOLK, Nov. 1.

NAVY.—Dr. E. W. Hopkins, Dr. J. R. Chandler, Dr. J. S. Messersmith, George Jones, D. D., Purser F. G. McCauley, Capt. Geo. C. Read, Lt. Murray Mason, Lt. A. K. Long, Lt. C. H. Kennedy, Lt. L. N. Carter, Lt. W. H. Kennon, Lt. T. D. Shaw, Lt. G. J. Pendergrast, Mid. J. J. White, Mid. N. Barnes, Mid. Ed. Donaldson, Mid. J. B. Weed, Mid. R. C. Cogdell, Mid. Ed. Jenkins, Mid. H. S. Stellwagen, Mid. G. M. Totten, Mid. Wm. Leigh.

#### PASSENGERS.

CHARLESTON, Oct. 27, per schr. Agnes, from St. Augustine, P. Mid. J. W. E. Reid, of the Navy.

NORFOLK, Oct. 31, per steampacket South Carolina, from Charleston, Capt. J. Green, of the army.

SAVANNAH, Oct. 25, per U. S. steamer Poinsett, from Charleston, bound to Florida, Gen. Eastis, and Lieuts. Irwin and Johnston, of the army.

Oct. 31, per ship Milledgeville, from New York, Dr. Minis, late of the army, lady, child, and servant.

Nov. 1, per ship Moctezuma, from New York, Capt. C. A. Waite, U. S. A., and lady.

NEW YORK, Nov. 1, per ship England, for Liverpool, Comm'r U. P. Levy, U. S. navy.

NEW ORLEANS, Oct. 16, per steamer Ceylon, from St. Louis, Lieut. B. Poole, Dr. G. A. V. Read, J. Finley, and four companies of Indian warriors, under the command of Lieut. B. Poole, U. S. A. Dr. G. A. V. Read, of St. Louis attending surgeon. Oct. 22, per steamer Alton, from St. Louis, Major J. Brant, and Capt. S. MacRee, of the army.

### COMMUNICATIONS.

#### NAVAL GUNNERY.

In looking over the naval actions which took place between the fleets of the great contending powers of Europe, during the last half century, one is struck with the trifling expense of life with which those battles were attended, particularly when compared with the loss sustained in action with the ships of this country.

Let us take, for example, the celebrated victory of the 12th April, 1782, gained by the British fleet, commanded in chief by Admiral Sir George B. Rodney, over the fleet of France, commanded by the Count de Grasse. The British fleet consisted of thirty-six ships of the line, (five of the number were of three decks,) with ten frigates; their line mounted 2,640 guns, manned by 21,360 men. The French fleet consisted (according to the British account) of thirty-six of the line, among them one of 110 guns, seven of 80; their line mounting 2,662 guns, accompanied by two ships of 50 guns, thirteen frigates, seven brigs, two fire-ships, and one cutter. The number of men is not mentioned, though, without doubt, they were superior in that respect to their opponents; as, in addition to their regular crews, there was an army on board, composed of 5,500 men. On the 9th, a partial action took place between the British van, led by Rear Admiral Sir Samuel Hood, and the French rear;



It extended, at one time, along the British line to the second astern of the commander-in-chief. Several ships on both sides suffered severely. "The night of the 9th, and all the 10th, was spent in re-fitting and shifting the van and rear divisions, as the van had suffered in the action of the 9th." On the morning of the 12th, the fleets met on opposite tacks, the British van division, under command of Rear Admiral Drake, commenced the action, the Marlborough (leading ship) "fetched the fifth ship from the French van, received her fire, bore away, and stood along under the lee of the French line, receiving and returning the fire of thirty-one ships. Her loss, in both actions, amounted to *three killed*, sixteen wounded. The Formidable, of ninety guns, bearing the flag of Sir G. B. Rodney, Sir Charles Douglass *first* Captain, Captain Symonds *second*, and Lord Cranston *third*, gave her first fire to the fifth French ship, stretched along under the lee of the French line, in close action, until she passed the Ville de Paris, the ship of Count de Grasse, when she luffed up and broke through the opposing line, between the fourth and fifth ship astern of the French Admiral, followed by his rear. Thus the enemy's line was severed, their van from rear. Subsequent manœuvres, wearing, staving, &c., bro't on an action close and general. The English account states, that "the battle lasted with unrelenting fury from 7, A. M., until half-past 6, P. M., when the setting sun put an end to the contest;" and, as a farther proof of the severity of the conflict, "the Monarch fired away all her powder and was supplied from the frigates;" and also "the Formidable fired away eighty broadsides." The action resulted in the capture of five sail of the French line, among them the Ville de Paris, of 110 guns, and with her the Admiral. The loss of the Formidable, in this action of eleven and a half hours, of "unrelenting fury," and the one of the 9th, amounted to (out of a crew of seven hundred and fifty) *fifteen killed* and *thirty-nine wounded*. The greatest number killed was on board the Monarch, which amounted to *sixteen*, with *thirty-three wounded*. Total killed and wounded in both actions, on board the fleet of thirty-six sail of the line, *two hundred and thirty killed*, *seven hundred and fifty-nine wounded*. The average, in round numbers, was one out of twenty; on board the Formidable, one out of fourteen.

It is not to be supposed, in a general engagement, the average loss will be so great as in single actions, as some are not constantly engaged, others scarcely at all; but here we select one that ran the gauntlet of thirty-one ships; another that "fired away all her powder," and a third that severed the line and bore a conspicuous part in the action. The Marlborough must have received, at that time, at least thirty-one broadsides, from fresh ships, as she is represented to have passed slowly, within half musket shot; her loss was about *one* for *two* broadsides. One would suppose, had the French fired *hard wads* alone, her loss would have been greater, by killing the men exposed before the ports. The Monarch, in firing away all her powder, must have received fire in return; yet how trifling her loss. The Formidable, in luffing up, passing through a hostile line, and taking an active part throughout the day, must have been much exposed; let us suppose she received as many broadsides as she gave, (the French were not ungenerous,) namely, eighty; her number rendered *hors du combat* was fifty-four, or one for every broadside and a half. Such results are almost incredible; they are, however, from official reports, which we must suppose are correct, or nearly so.

Let us now turn, for a moment, to a few of the actions which took place between our ships and those of Great Britain, during the last war, and compare the *length* of the conflicts, and the loss sustained by them in the encounters, with those shown above, and our surprise will be great. For example, the CONSTITUTION and GUERRIERE, (frigates,) action, *thir-*

*ty minutes*. Guerriere, fifteen killed, sixty-two wounded, twenty-four missing, (supposed to have gone overboard with her masts,)—total, one hundred and one, nearly one-third of her number.

UNITED STATES and MACEDONIAN, (frigates,) action, one hour and thirty minutes; (heavy swell, Macedonian to windward, would not close; for the first half hour, carronades were not used.) Macedonian, thirty-six killed, sixty-eight wounded; total, one hundred and four, nearly one-third. The United States had five killed and seven wounded.

CONSTITUTION and JAVA, (frigates,) action, one hour and fifty-five minutes; Java, sixty killed, one hundred and seventy wounded; total, 230—more than one-half, although she had on board supernumeraries. On board Constitution, nine killed, 25 wounded.

WASP and FROLIC, (18 gun sloops,) action, forty-three minutes. Frolie, thirty killed, between forty and fifty wounded—say, total, seventy, about one-half. Wasp, five killed, five wounded.

These examples are sufficient to show the superiority of our gunnery over that of Great Britain, in those actions; and by contrasting her losses, in contending with ships of France and those of the United States, the inference follows, that our gunnery must have been superior to that of France also.

In a former communication, I endeavored to show by what process our skill was acquired, and how alone it could be preserved; namely, by an unremitting attention to warlike exercise; by preserving the strictest discipline; and by reviving that *esprit du corps*, which once so eminently distinguished the navy. The English and French have "school of practice ships," at their principal naval stations, for the instruction of officers, and training men for gunners in their navy. Our receiving ships, by giving them a suitable armament, might be converted into schools of practice, not only for officers, but for training the recruits previously to their joining sea-going ships. The Russians have a large fleet engaged in exercise at sea. The Danes are remarkably attentive to all that can give efficiency to their navy, not only as regards the education of the young officers, but by training them at sea, in ships fitted for the express purpose. The Viceroy of Egypt (Mehemet Ali) has a naval academy at Alexandria, (under the direction of Frenchmen,) for the instruction of the young officers of his navy; and ships afloat for their practice in all that relates to the profession. Now, as we have not these advantages, our few ships in commission are our only schools of practice; the officers must furnish themselves with the best professional works, and employ their leisure time in preparing for the stations which they may be called on to fill, bearing constantly in mind the reputation they have to sustain; and whatever may be their disadvantages or disadvantages, whether they improve or misspend their time, much will be expected from them in the day of trial.

C.

#### THE LATE SURGEON OSBORNE.

PENSACOLA, Oct. 16, 1837.

At a meeting of a number of officers of the Navy, convened for the purpose of expressing a tribute of respect for the memory of their departed brother officer, LEONARD OSBORNE, late Surgeon of the fleet on the West India Station, who met with a violent death on his return to his friends, after a long and faithful discharge of his official duties, Commodore DALLAS was called to the chair, and Doct. EDWARDS, Fleet Surgeon, was appointed Secretary.

The Commodore then addressed the meeting in a most feeling and pathetic manner; he presented a retrospect of his long and intimate associations in the Navy with the deceased, and dwelt eloquently upon his many virtues.

A committee was then appointed to prepare resolutions, expressive of the sense of the meeting, consisting of the following officers:

THOMAS PAINE, *Commander*,  
NATH'L S. WALDRON, *Lt. U. S. Marine Corps*,  
ISAAC HULSE, *Surgeon*,  
WILLIAM PLUMSTEAD, *Surgeon*,  
MIFFLIN COULTER, *Surgeon*,  
HENRY A. ADAMS, *Lt. Com'g*,  
JAMES M. MCINTOSH, *Flag Captain*.

The following resolutions were presented, and unanimously adopted:

*Resolved*, That we deeply deplore the fatal accident by which Dr. LEONARD OSBORNE, late a Surgeon in the United States Navy, has been recently deprived of life, while on his passage from this city to Washington.

*Resolved*, That we entertain a lively recollection of the great moral and intellectual worth of the late Dr. LEONARD OSBORNE, of the Navy, and that we sincerely condole with his relations on the occasion of his sudden and untimely death.

*Resolved*, That an extract of the letter of Mr. J. Jerrison, the fellow passenger of the late Doct. OSBORNE, relating the circumstances of his death, be appended to these proceedings.

*Resolved*, That as a mark of respect for the memory of the late Doctor OSBORNE, the officers of this station will wear crape on the left arm for thirty days.

*Resolved*, That a copy of these proceedings be forwarded to the relations of the late Doctor OSBORNE, and communicated to the Pensacola Gazette, and the Army and Navy Chronicle.

D. S. EDWARDS, *Secretary*.

*Extract of a letter from J. Jerrison, Jr., Esq., merchant at Pensacola, dated Bainbridge, Decatur county, Georgia, Oct. 7th, 1837.*

"It is with unmingled sorrow that I have to communicate to you, and through you, to his numerous friends at Pensacola, the untimely death of Doctor Leonard Osborne, late Surgeon United States Navy. We had reached this place on Thursday night, without accident, and left again about 10, P. M., and had proceeded about four miles, when, in descending a moderate hill, the stage upset with great violence, and the deceased was instantly killed—his head having been caught under the stage. There were four passengers at the time, including the deceased: Col. Norwood, a stranger, (name unknown,) and myself, a majority of whom were asleep, or nearly so. It is the opinion of the other passengers that the deceased was asleep when the accident occurred. As to myself, I must have been asleep, as the fact of the stage being overturned was the first thing of which I was fully conscious. The other three passengers escaped without injury, excepting a few slight bruises and scratches.

"The immediate cause of the accident is attributed to the getting loose of one of the traces of the near leading horse, by which he became frightened, and turned the stage partly round and out of the road.

"We returned to the place yesterday morning, a little after sunrise, in company with the body, and the interment took place yesterday, at 2, P. M., and was as well managed and conducted as could have been expected under the circumstances.

"Col. Norwood and myself derived every necessary aid from the stage agent here, (Mr. Hartsfield,) Dr. Holt, and the family of Mr. Douglass, the keeper of the stage-house.

"The citizens, generally, attended the funeral, and the burial service was read, in an appropriate manner, by Col. Norwood.

"There was about \$800 found on the person of Dr. Osborne, which, with his other effects, will be carried on, by Col. Norwood or myself, to his relations or friends, at or near Washington.

"Our situation, after the accident on Thursday night, could not have been much worse. We were supposed to be two miles from a house, or water, on

a dark night, without a fire or a light; all of us stunned more or less.

"Dr. Holt came to the place without loss of time, but the deceased had breathed his last before he arrived. Dr. Holt was, however, kind enough to remain with us during the night, as well as two or three countrymen of the neighborhood, which afforded some mitigation of our forlorn condition."

The sudden manner in which this excellent man was snatched from existence, has created a sensation of the most lively sorrow among his very numerous acquaintances; and it may afford some solace to the wounded feelings of those who loved his virtues, to recount some of the traits which distinguished his character.

He entered the Navy in 1813, and his service, since that period, in war and in peace, has been almost unremitted, and an unusually large proportion of it at sea, in cruising vessels. His whole life, both public and private, has been marked by the constant exercise of the kindest charities; in sickness and in sorrow, he was the first to lend his aid, and give confidence by his presence.

One of his friends, who served with him in the expedition against Amelia Island, has known him to pass entire nights, rowing from place to place, and giving relief to the sick and distressed, on the coast of Georgia, during his stay in that quarter. Innumerable instances of a similar kind might be cited to prove him to have possessed a heart teeming with the most pure and disinterested benevolence. In his intercourse with men, his conduct was marked by devotion to the nicest points of honor, and the character of no man ever suffered in his hands. His social virtues were such as to endear him to all who ever had the benefit of his acquaintance. To say that he was an ornament to his profession and to society, would be but moderate commendation; he possessed an intellect far above the common order, and that intellect was highly illuminated by the light of science. His high qualifications, and his zeal in the application of them, have rendered his services honorable to his country and to the Navy; while the qualities of his heart, which was the residence of every kind and liberal sentiment, have made him an ornament to mankind.

#### THE LATE MAJOR BIRCH.

FORT BROOKE, E. F., October 5, 1837.

At a meeting of the officers of the Army and Marine Corps stationed at this post, called in consequence of the death of Major GEORGE BIRCH, of the 4th Regiment of Infantry, Major A. R. Thompson having been called to the chair, and Lieut. S. T. Tibbatts appointed Secretary, it was

*Resolved*, 1st. That we deeply regret the loss of Major George Birch, of the fourth Regiment of Infantry, who died on the 26th September, 1837, a victim to the conscientious discharge of his duties.

*Resolved*, 2d. That by the death of Major Birch, his Regiment has lost a beloved commander, the army a true soldier, and every one who knew him, a friend.

*Resolved*, 3d. That the gallantry of Major Birch, as evinced at the battle of Sacket's Harbor, his services of thirty years on our most exposed frontier, and his personal kindness to all who knew him, should endear his memory to every soldier.

*Resolved*, 4th. That, in testimony of our respect for his memory, and our knowledge of his worth, we will wear the usual badge of mourning for thirty days.

*Resolved*, 5th. That a copy of these Resolutions be sent to the relatives of the deceased, and that they be published in the Army and Navy Chronicle.

ALEX'R. R. THOMPSON, *Maj. 6th Infy. Com'g*.  
H. A. STINNECKE, *Surgeon U. S. Army*.

JOHN MUNROE, *Captain 4th Artillery*.

WILLIAM DULANY, *Capt. Com'g Marines, E. F.*  
GEO. ANDREWS, *Captain 6th Infantry*.

S. MACKENZIE, *Captain 2d Artillery*.



P. MORRISON, *Captain 4th Infantry.*  
 A. F. SUTER, *Assistant Surgeon, U. S. A.*  
 THOMAS LEE, *Assistant Surgeon, U. S. A.*  
 E. H. ABADIE, *Assistant Surgeon, U. S. A.*  
 R. C. CALDWELL, *2d Lieut. U. S. Marines.*  
 H. L. CUSHMAN, *A. A. Surgeon, U. S. A.*  
 WM. L. YOUNG, *2d Lieut. U. S. Marines.*  
 JNO. C. CASEY, *1st Lieut. 2d Artillery.*  
 H. L. SCOTT, *2d. Lieut. 4th Infantry.*  
 S. T. TIBBATS, *2d Lieut. 4th Infantry.*  
 GEO. W. ALLEN, *Captain 4th Infantry.*  
 GEO. NAUMAN, *Captain 1st Artillery.*  
 J. V. SWEARINGEN, *Captain 6th Infantry.*  
 G. DORR, *1st Lieut. 6th Infantry.*  
 WM. P. BAINBRIDGE, *1st Lieut. 4th Artillery.*  
 THOS. B. ADAMS, *1st Lieut. 2d Artillery.*  
 F. J. BROOKE, *1st Lieut. 6th Infantry.*  
 E. A. CAPRON, *1st Lieut. 1st Artillery.*  
 JOHN F. BROWN, *A. A. Surgeon, U. S. A.*  
 JNO. L. HOOPER, *1st Lieut. 4th Infantry.*  
 JAS. H. STOKES, *Lieut. 4th Artillery.*  
 JNO. W. MCCRABB, *1st Lt. 4th Infy. & A. Q. M.*  
 J. P. HARRISON, *2d Lieut. 6th Infantry.*  
 J. P. CENTER, *2d Lieut. 6th Infantry.*

#### THE LATE CAPT. BATMAN.

FORT BROOKE, Fla., Sept. 16, 1837.

At a meeting of the officers at the Head Quarters of the 6th Infantry, at Fort Brooke, Florida, called on the receipt of the proceedings of a number of officers of the regiment at Camp Sabine, La., on the 10th of August, 1837, in relation to the melancholy intelligence of the death of Capt. BATMAN, 6th Infantry, Major THOMPSON being called to the chair, and Lieut. CENTER appointed Secretary to the meeting, it was

*Resolved*, That we fully concur in the resolutions adopted at the meeting of officers of the 6th Infantry, at Camp Sabine, La., relative to the death of Capt. BATMAN.

*Resolved*, That the Secretary send a copy of these proceedings to the relations of the deceased, and one to the Editors of the Army and Navy Chronicle for publication.

ALEX. R. THOMPSON, *Maj. Com'g 6th Inf.*  
 GEO. ANDREWS, *Capt. 6th Inf.*  
 J. V. SWEARINGEN, *Capt. 6th Inf.*  
 G. DORR, *Lieut. 6th Inf.*  
 F. J. BROOKE, *1st Lieut. 6th Inf.*  
 J. P. CENTER, *Lieut. 6th Inf.*

#### THE LATE CADET BADEN.

WEST POINT, N. Y., Oct. 21, 1837.

Upon the death of Cadet BENJAMIN F. BADEN, of Maryland, the following resolutions were unanimously adopted at a meeting of his former classmates and associates, expressive of their feelings upon the melancholy occurrence:

*Resolved*, That we do sincerely sympathize with the friends of Cadet BENJAMIN F. BADEN, whose death has deprived his family of an affectionate relative, and us of an esteemed and honored classmate.

*Resolved*, That, in token of our high respect for the many amiable qualities of the deceased, we will, with the consent of his relatives, erect a monument to his memory at West Point.

*Resolved*, That a committee of three be appointed to superintend the erection of this monument.

*Resolved*, That Cadets F. M. Smith, R. P. Hammond, and M. Harrison, constitute a committee to address a letter of condolence and transmit a copy of these resolutions to the family of the deceased.

*Resolved*, That these resolutions be published in the Army and Navy Chronicle, Baltimore Gazette, and American.

J. M. B. LEACH, *Chairman.*

C. J. WILLIAMS, *Secretary.*

#### LAWS OF THE UNITED STATES, RELATING TO THE ARMY AND NAVY.

[PUBLIC—No. 5.]

An ACT to amend an act, entitled "An act to provide for the payment of horses lost or destroyed in the military service of the United States, approved January 18th, 1837.

*Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled*, That any person who has turned over to the service of the United States, his horse, saddle, or equipments, by the order of the commanding general, or other commanding officer, shall be paid the value thereof; that the claims, provided for under this act, shall be adjusted by the Third Auditor, under such rules as shall be prescribed by the Secretary of War, with the assent of the President. This act, and the act of which this is an amendment, shall extend to mules as well as to horses. Decisions, under this act, shall be recorded as they are required to be by the act aforesaid, and payment shall be made as is required by that act. This act shall extend to cases where any person mentioned in the act to which this is an amendment shall have died in the service, and his horses, saddle, bridle, or equipments, shall have been turned over to an officer, or other person, for the benefit of the United States, by order of the proper officer commanding, and not restored to the representative of the deceased, or paid for by the United States.

APPROVED, October 14th, 1837.

[PUBLIC—No. 6.]

An ACT making further appropriations for the year eighteen hundred and thirty-seven.

*Be it enacted, etc.*, That the following sums be, and the same are hereby appropriated, to be paid out of any unappropriated money in the Treasury, viz:

For the contingent expenses of the navy, as enumerated in the act of the third of March last, in addition to the amount appropriated by that act, one hundred and twenty thousand dollars.

For the relief and protection of American seamen in foreign countries, ten thousand dollars.

APPROVED, October 16th, 1837.

[PUBLIC—No. 7.]

An ACT making an additional appropriation for the suppression of Indian hostilities, for the year one thousand eight hundred and thirty-seven.

*Be it enacted, etc.*, That the further sum of one million six hundred thousand dollars shall be, and the same is hereby, appropriated out of any money in the Treasury not otherwise appropriated, to defray any expenses which have been or may be incurred, in preventing or suppressing the hostilities of any Indians: to be expended under the direction of the Secretary of War, conformably to the acts of Congress of the nineteenth of March, eighteen hundred and thirty-six, and of the second of July, eighteen hundred and thirty-six, and of the acts therein referred to.

APPROVED, October 16th, 1837.

#### DOMESTIC INTELLIGENCE.

*From the New York American.*

The annexed extract of a letter, from an officer on the spot, furnishes the particulars of the capture of Ocoela:

FORT MARION, Oct. 21, 1837.

I have the gratification to inform you that Assin Yohola, (Powell,) with nearly a dozen war chiefs and seventy warriors, are our prisoners, and that I have them now safely under lock and key in the Fort.

You have, doubtless, seen by the papers that Coacoochee came in some days ago to see his father, (Philip,) now a prisoner. He is a young enterprising chief—the General thinks the Napoleon of the Seminoles. He returned two or three days ago, and said Powell would be in to-day, and he brought with him about seventy plantation negroes: Last night two ambassadors arrived from Powell to see Gen. Hernandez—(Gen. Jesup would not see any

of them,)—and said Powell would be at Fort Peyton, seven miles from here, to-day. Gen. H. accordingly proceeded there with about 200 horse, dragoons, and Florida volunteers. Shortly after Gen. Jesup proceeded there alone. Gen. H. met Ocoola, and they formed a ring and sat down to talk, when Gen. J. sent him directions to surround and take them prisoners. There were about eighty of them, and every one with his rifle by his side, (a strong evidence of their hostile intentions.) Gen. Hernandez ascertained that they had no intention of surrendering, when he gave a signal and they were so instantly surrounded by our horse, about 200 in number, that they had not time to raise a rifle. Powell had evinced a good deal of uneasiness, kept his eyes constantly and quickly wandering about, but the moment he found himself a prisoner he was perfectly quiet and calm, and not the slightest symptom of emotion could be seen in his countenance, or indeed in that of any of his warriors.

They got to town after night, and I have just had a short talk with them by order of the General, and told them why they were made prisoners, reminding them of our long forbearance, and their frequent and base violations of our several treaties; that they had even killed one of our citizens within a fortnight; and had, contrary to their pledged faith, stolen our cattle and horses, and destroyed our forts, &c. &c. Powell disclaimed having done any of these things himself, but said he thought the road between his town and this was white and straight; that he intended to come and see what the General had to say to him, and that then they would bring in their negroes and ponies, &c. &c. They look a good deal depressed, and seem to feel that they have fallen in a trap of their own setting. I have but little doubt myself that their real intentions were to rescue Philip, if they should find us weak and unprepared, and also to make an attack on the town, hoping probably that the negroes would assist them. We have with Powell all the war chiefs, all the instigators of the war, except three, Sam Jones, Alligator, and one other, whose name I forget. A runner will be sent to Micanopy and Jumper, and I doubt not they will immediately come in. We shall then have only the Micasukees and the Seminoles without a head to contend with, and I think we may look forward with a reasonable hope to a speedy termination of the war.

It is said that all the warriors taken are Micasukees: of this I have not been able to assure myself, as it was late when they came in. If it be so, there is then no doubt that Powell had some hostile intention, and then too is our capture doubly important.

An official report has been received from General JESUP, dated St. Augustine, 22d October, in which he states that Assen Yahola (Powell) is his prisoner, with nearly all the war spirits of the nation. That chief came into the vicinity of Fort Peyton on the 20th, and sent a messenger to General HERNANDEZ desiring to see and converse with him. The sickly season being over, and there being no further necessity to temporize, General JESUP sent a party of mounted men and seized the entire body, and now has them securely lodged in the fort. He has Emathla, (Philip,) Coe Hajo, Micco-potokee, and Eucbee Billy, all principal chiefs; Coacoochee, (Wild Cat,) Assen Yehola, (Powell,) Chitto Yahola, Tustenuckee, and several other important personages, sub-chiefs, with more than eighty first-rate warriors; and he has also guides, who can lead the army into every fastness in the country.—*Globe*.

A letter has been received at the War Office from General JESUP, dated October 26, in which he announced the capture of ten Indians by a detachment under the command of Major ASHBY, on the morning of the 23d of that month, and twenty more in the afternoon of that day. Five more were captured

and carried into St. Augustine on the 25th. The troops were fast arriving in detachments from Old Point Comfort and New York, and measures taking for a vigorous campaign.—*Globe*.

#### BY THE SOUTHERN EXPRESS MAIL.

ST. AUGUSTINE, Oct. 28.

The capture of the chiefs has by no means increased the friendly feeling of the Indians towards us. It is generally expected that there will be some hard fighting, and that they will be rendered more desperate than ever. Even those now in our hands seem to doubt that they will be sent out of the country, as we have been informed.

On Monday, 29 Indians, squaws and negroes, were captured near Fort Peyton and brought to town, and on Wednesday a family of five Indians were taken. These are probably the last of the retinue of those chiefs who came to hold the "talk." They gave no information of any others coming in. There are now 147 Indians and negro prisoners confined in the fort.

Brig. Gen. Hernandez, with a force of about 400 men, marched South on Thursday morning last. This may be termed the opening of the campaign. The campaign will be a vigorous one, judging from the active preparations making in all quarters. General Jesup is determined to end the war if possible, and at all hazards, and if mature plans, fresh troops, ample supplies, energy and perseverance, will accomplish so desirable an end, it will be done. The eyes of all are now turned upon him with intense anxiety.

The steam boat Ockmulgee, from Savannah, brought as a part of her cargo, fortified barges to be used in navigating the shoal and narrow rivers, in the campaign.

It is stated that two horses were stolen from Fort Peyton, on Thursday night last by an Indian, and driven as far as the 14 mile post, where they were overtaken and brought back.

Maj. Gen. Jesup is now in this city.

Brig. Gen. Eustis has arrived at Black Creek.

Within three weeks past we understand an express rider between Micanopy and Fort King has been murdered by Indians as supposed.

**THE ALLEGED FRAUD ON THE INDIANS.**—The National Intelligencer, of Saturday, contains the following paragraph on this subject:

There appeared lately, in a respectable journal of St. Louis, and we have observed it copied into a number of other papers, a statement of a very serious nature against the Department of War, being no less than a charge of treachery and bad faith towards the Indians enlisted in the west to serve against the Seminoles in Florida. There appears to be no doubt that these Indians are misled in regard to the amount of pay they were to receive; but, as we could not for a moment believe the Secretary of War would be willingly instrumental in any such imposition, we abstain from any notice of the circumstances until we could learn whether that office was justly chargeable with any wrong in the transaction or not. We find, on inquiry, that the great mistake into which the Indians were led respecting their pay originated in a clerical error, where an estimate for services for six months appeared in the bureau to which it was sent to have been computed for a small portion of that time. The Secretary, we understand, had no agency in this inadvertence, and we think it due to him voluntarily to state the fact, the more especially as we have most decidedly disapproved of the policy which dictated the employment of these Indians at all in such a service, and have given this disapproval free expression in our columns.

We understand that Gov. Call has, on being informed that many of the people of Walton and Washington counties had been reduced to distress, by the suspension of the supplies heretofore furnished by the



Government, ordered Col. C. Lebaron of this place, to resume the issuing of rations to members of families of those who are in the service of the United States, who are unable to supply themselves, and to other indigent persons who have been driven from their homes.—*Pensacola Gazette*.

## OFFICIAL.

ORDERS, } HEAD QUARTERS ARMY OF THE SOUTH,  
No 203. } St. Augustine, October 24, 1837.

The Major General commanding, in reviewing the incidents of the past campaign, has the proud satisfaction to be able to say, that the duties of every department and every corps composing his command have been performed to his entire satisfaction, and in a manner to reflect the highest honor on all concerned.

When the army took the field in December, the enemy's strong holes were on Orange Lake, Ochle-waha, Withlacoochie, and Annutteliga; they are now south of Lake Monroe and Tampa Bay. The frontier from St. Augustine to Suwannee, and from Suwannee to St. Marks, was then in a state of excitement and alarm; it is now tranquil, and throughout the sickly season, which has just terminated, has been secure; and the communications between our most distant posts have been uninterrupted.

The permanent results of the campaign are thirty Indians and negroes killed, and upwards of five hundred prisoners taken; by which more than two hundred rifles have been silenced, and competent guides have been obtained for future operations. To gain these important advantages, the troops have endured every hardship and privation; they have been exposed to the drenching rains, the noxious vapors, and the scorching sun of an almost torrid climate; they have waded rivers, made long marches over burning sands, traversed almost impassable swamps, and sought the enemy in fastnesses such as American soldiers had seldom penetrated before, and with a perseverance, an energy, and a courage, worthy the best era of the Republic.

Had the policy of our country been limited to peace, which in all past history had been the object of every war we had waged, it had been readily attained. The valor and persevering energy of the troops forced the enemy to pause in his career of destruction, and agree upon the terms of a treaty. If that treaty has been violated, and it has been found impracticable to carry out the plans of the Government in a single campaign, it should be remembered that *more than peace has been sought to be obtained*—that we are attempting, for the first time, the solution of the difficult problem of transferring a savage and warlike people from one wide spread wilderness to another. In every preceding instance of the emigration of an Indian nation, our population had been pressing upon them, and crowding them out of their position, before any effort had been made by the Government to remove them; and the Indians had themselves become sensible of the necessity for removing long before they had taken up the line of march.

Though all expected from us by the public may not have been achieved, enough has been done to prove that there is no deterioration in the character and qualities of the American soldier, whether of the volunteer corps or of the regular army; and whatsoever differences of opinion may exist as to the measures of the commander, the pen of history, guided by the hand of justice, will not fail to assign to the officers and troops of his command a high place among the champions of their country's rights and honor.

Soldiers! much as you have performed, more remains to be done; the enemy awaits you in fastnesses more difficult than any you have yet penetrated. The Government has adopted the only policy which can preserve the Indians as a distinct and independent people. That policy must be accomplished, and the

Seminoles removed. The same energy, courage, and patriotism, which distinguished you in the past campaign, are confidently relied on by your country and your commander to accomplish, in the next, the object so desirable to all—the emigration of the Indians, and the termination of the war.

By order of Major General JESUP:

J. A. CHAMBERS,

*Aid-de-camp and A. A. General.*

PENSACOLA, Oct. 21.—The U. S. sloop of war Natchez sailed on a cruise on Tuesday last. The following is a list of her officers:

William Mervine, *Commander*; *Lieut's*. James D. Knight, Melancton Smith, Chas. S. Ridgely, acting; *Acting Master*, John F. Borden; *Purser*, Sterrett Ramsey; *Acting Surgeon*, Solomon Sharp; *Lieut. Marines*, Frederick B. McNeil; *Passed Midshipmen*, David M'Dougal, F. B. Renshaw; *Midshipmen*, Napoleon Collins, Mayo C. Watkins, Wm. E. Boudinot, John S. Neville, Jennings F. Marrast; *Boatswain*, J. Bryant; *Carpenter*, L. M'Kay; *Gunner*, J. Myrick; *Purser's Clerk*, E. J. Leedom; *Captain's Clerk* Charles Mervine.

The U. S. sloop of war Concord sailed on Thursday last on a cruise along the coast of Texas and Mexico. The following is a list of her officers.

H. A. Adams, Esq., *Commander*; *Lieutenants* Thos. J. Leib, James P. M'Kinstry, John Decamp, James K. Bowie; *Surgeon*, Mifflin Coulter; *Purser*, Nathaniel Wilson; *Sailingmaster*, G. M. White; *Midshipmen*, T. B. Barrett, Wilmer Shields, Stephen D. Trechard, Camillus Saunders, Geo. H. Cooper, W. Winder Polk; *Captain's Clerk*, Geo. F. Sawyer, *Gunner* Benj. Bunker; *Sailmaker*, John Beggs.

The U. S. schooner of war Grampus, sailed on Thursday on a cruise to Havana, Nassau, N. P. and the Windward Islands. The following is a list of her officers:

Elisha Peck, *Lieut. Commanding*; *Lieut's*. John K. Mitchell, William Chandler; *Purser* Thos. Marston Taylor; *Master*, James M. Lockert; *Ass't. Surgeon*, R. W. Leacock; *Midshipmen*, James O'Shanessy, William F. De Jongh, Charles O. Ritchie; *Captain's Clerk*, L. A. Middleton; *Gunner*, Daniel Kelly. *Passengers* for Havana, *Lieut.* Frederick Engle, *Midshipman* John Contee.—*Gazette*.

The United States steamboats American, and Izard, arrived here this week, on their way to Tampa Bay and the mouth of the Suwanee, destined for service in the Seminole war. We should have expected them to be filled with troops, but there are none on board either of the boats. We hear nothing of the Louisiana Volunteers.

These boats have undergone a thorough repair under the vigilant and active superintendence of Quartermaster Vinton. Considering the condition in which they came here from the east, their reparation has been accomplished with incredible despatch.—*Ibid*.

PENSACOLA, Oct. 28

The U. S. sloop of war St. Louis sailed on a cruise on Thursday last. She is bound to Havana, the Spanish Maine, and the Windward Islands. Her cruise will probably last until the first of March. The following is a list of her officers:

Thos. Paine, Esq., *Commander*.  
*Lieuts.* T. G. Benham, Jno. M. Gardner, Henry J. Paul, Roger Perry.  
J. W. Plummer, *Surgeon*.  
C. F. M. Spottswood, *Master*.  
George W. Evans, *Assistant Surgeon*.  
*Passed Midshipman*, Lloyd J. Bryan.  
*Captain's Clerk*, Wm. P. Moran.  
*Midshipmen*, H. P. Robertson, J. Nowell, W. R. McKinney, A. Murry, Van Renselear Morgan, Geo. W. Rodgers.  
McKean Buchanan, *Acting Mid*.

*Boatswain, J. Mersey.  
Carpenter, John Horner.  
Gunner, Charles Fales.  
Sailmaker, John Burguine.  
Purser's Clerk, M. W. Aylwin.  
Passengers for Havana.—Capt. Crabb, U. S. N.,  
Jas. Brooks, Jr. Capt. Lorraine, Mr. Justo.—Gazette.*

**RENETU OF THE PORPOISE AND ALERT.**—The U. S. brig Porpoise, and the revenue cutter Alert, which vessels were despatched in pursuit of the supposed piratical captor of the Susquehanna packet ship, both arrived yesterday morning. The Alert had very rough weather on the cruise, and has lost her quarter boat, some of her sails, &c.—*N. Y. Gazette.*

We understand that the following officers of the navy volunteered their services, and were on board the U. S. revenue cutter Alert, during her late cruise in search of the piratical schooner reported off our coast. The Alert suffered severely during the late gales, in losing boat, spars, rigging, &c., and lay to, for upwards of 90 hours, under a close reefed foresail.

Lieut. Sands had under his command a draft of ten seamen and twenty-five marines, in addition to the crew of the Alert.

#### LIST OF VOLUNTEERS.

Lieuts. Joshua R. Sands, Thomas T. Craven.  
Doctor Edward Gilchrist.  
Midshipmen, Allen McLane, Rob't B. Riell.  
The officers of the Alert are  
Captain N. Bicker,  
Lieuts. H. B. Nones, 1st; C. Beaufort, 2d.  
Sailingmaster, Mr. Jas. Taylor. — *Ibid.*

The revenue cutter Jackson, Capt. Philemon Gatewood, with a prime crew of forty men, left this port on Tuesday for Pensacola, but with orders to cruise for the Susquehanna. If the suspicion of the capture of that ship should prove correct, the chance of her being fallen in with by any of the cruisers sent in pursuit must be nearly hopeless; the pirates (if they have captured her) having four days' start of her earliest pursuers.—*Norfolk Beacon.*

#### MILITIA AFFAIRS.

**COURT MARTIAL.**—We understand that general orders have been issued by the Commander-in-chief, for the convening of a court martial, in this city, on the 21st of November. The officer to be tried is Brigadier Gen. John A. Arthur, on charges preferred by Brigadier Gen. Archibald C. Niven. The following officers compose the court:—Maj. Gen. S. Van Rensselaer, jr., President, Brig. Gen. John Taylor Cooper, Brig. Gen. Chauncey Humphrey, Brig. Gen. Henry J. Genet, Brig. Gen. Leonard G. Ten Eyck, Brig. Gen. Abraham Schuyler, Brig. Gen. James McCabe, Col. Peter Seaton Henry, Lieut. Col. John B. Van Schaick. Col. Julius Rhoades, of the 1st division of Cavalry, is detailed as the Judge Advocate.—*Albany Advertiser.*

#### HEAD QUARTERS, 1ST REG. VOL. ART.

Philadelphia, Oct. 31st, 1837.

#### REGIMENTAL ORDER—No. 31.

The departure of the company of American Artillery, and of several members of this Regiment, for active service in Florida, on Monday next, the 6th of November, having been duly communicated to the commanding officer of this regiment, he hereby directs that there shall be a parade of the regiment, on that day, to escort them to the place of embarkation.

The Regiment will be formed in Broad street, at 10 o'clock, A. M., precisely, on Monday next, right resting on Chesnut street.

By order, A. J. PLEASANTON,  
Col. 1st. Reg. Vol. Art.

G. H. SILVER, Acting Adjutant.

**APPOINTMENTS BY THE GOVERNOR OF TENNESSEE.**  
WILLIAM W. WOODFOLK, of Jackson county, Adjutant General of the State.

WM. B. MILLER, of Madison county, Inspector General; and

WM. BRAZZLETON, of Jefferson county, Quarter-Master General:—each with the rank of Brigadier General.

JOSEPH W. CLAY, of Davidson county, and DAVID LOONEY, of Maury county, Aides-de-Camp—each with the rank of Colonel.

**THE LINE-OF-BATTLE SHIP OHIO.**—The following letter and enclosure, for which we are indebted to Commodore Ridgely, establishes, by a new instance, the great importance of the Coast Survey, that has led to the discoveries of Lieut. Gedney; and gives additional cause of satisfaction, that the part of the survey which includes this harbor, was confined to so persevering and competent an officer.—*N. Y. Amer.*

NAVY YARD, NEW YORK, Oct. 16.

MY DEAR SIR: I yesterday evening learned from Captain Kearny, that the Ohio went to sea yesterday morning at 10 o'clock. She was taken out by Lieut. Gedney through his newly discovered channel, and carried out thirty feet water. When on the bar, he writes, the tide had fallen from 8 to 12 inches. You will also perceive that no allowance was made for the "lead and strap," measuring 19 inches. I inclose, at his request, the soundings as taken from the larboard and starboard channels, for publication; and avail myself of this opportunity to congratulate our whole country, and this city particularly, on so important a fact being established beyond contradiction. Too much praise cannot be bestowed upon Lieut. Gedney for his untiring zeal and perseverance.

I am, dear sir, yours, very truly,

CH. G. RIDGELY.

To the Editor of the New York American.

The following soundings were taken from the starboard and larboard chains of the U. S. ship Ohio, in passing through the new channel of Lieut. Com'g Thomas R. Gedney, U. S. Navy, on Sunday, 15th of Oct., 1837; the tide having fallen from 8 to 12 inches:

Starboard Soundings.				Larboard Soundings.			
fath.	ft.	fath.	ft.	fath.	ft.	fath.	ft.
deep	6 0	M 5 0	5 5	deep	6 0	5 0 dp	6 0
	5 4	4 5	5 5		5 5	5 0	6 1
	5 5	4 5 dp	6 0		5 5	5 0	6 2
deep	6 0	4 5	6 3		6 1	5 1	6 3
	5 5	M 5 0	6 4		6 1	5 3	6 4
	5 4	5 3	6 3	deep	6 0	5 4	6 4
	5 5	5 4	6 2		5 5	5 5	6 3
	6 5	5 4	6 1		5 5	5 5	6 3
	5 5	5 3	6 2	deep	6 0	5 4	6 3
	5 4	5 4	6 1	deep	6 0	5 4	6 3
	5 4	5 4	6 1	deep	6 0	5 4	6 3
	5 4	5 3	6 2	deep	6 0	5 3	6 3
	5 5	5 2	6 2		6 1	5 3	6 3
deep	6 0	5 2	6 3	deep	5 3	6 0	6 4
	5 5	5 2	6 4		5 5	5 2	6 4
	5 5	5 1	6 4		5 5	5 1	6 4
	5 5	M 5 0	6 4		5 5	5 1	6 4
	5 5	M 5 0	6 4		5 5	5 1	6 3
	5 4	M 5 0	6 4		5 5	5 1	6 2
	5 3	M 5 0	6 2		5 5	5 1	6 0
	5 5	4 5	6 1		6 1	5 0	6 2
	5 5	4 5 dp	6 0		6 1	5 0	6 0
	5 5	4 5 dp	6 0		6 3	5 0	6 1
	6 1	M 5 0	6 2		7 3	5 0	6 1
	7 2	M 5 0	6 1		7 5	5 1	6 1
	7 5	M 5 0 dp	6 0		8 2	5 1	6 1
	8 1	M 5 0 dp	6 0		8 3	5 1	6 0
	8 4	M 5 0 dp	6 0		8 3	5 1	6 0
	8 4	M 5 0 dp	6 0	deep	9 0	5 1	6 0
deep	9 0	5 1 dp	6 0		8 5	5 1	6 0
	8 5	5 2	6 1		9 3	5 1	6 0
	5 5	5 3 dp	6 0		8 4	5 2	6 1
	5 1	5 5	5 5	deep	4 0	5 4	6 1
M	5 0	5 5	5 5		5 3	5 4	6 0
		6 1			5 2	5 4	6 4
		6 5			5 1	5 5	7 5
		1-4 less	8		5 1 dp	6 0	8 2



The above soundings do not include the lead and strap, which is 19 inches. One foot to be added to the above casts.

LAWRENCE KEARNY, *Captain*.

**SIGNALS AT THE LIGHT-HOUSE.**—By the following letter from Capt. Harvey Brown, in command of this post, it will be seen that a set of signals have been established at the light-house, for the purpose of giving information when a vessel appears in sight off our bar. An arrangement has been made when in rough weather the pilots cannot board vessels outside the bar, and their signals cannot be seen by the pilots, a corresponding one will be made from the light-house. This arrangement will be of great benefit. Our pilots have been accused of neglect of duty; complaints have been made before the proper authority, and their conduct is undergoing judicial investigation, which has not yet been completed.—*Herald*.

SIR: I have established a set of signals at the light-house, for several vessels bound to this port. There are two staffs; one for vessels appearing north, the other south; and three flags, red, blue, and white, for schooners, sloops, and steamboats. The moment a vessel heaves in sight, a flag will be hoisted on the appropriate pole, as a notice for the pilots to repair to the bar. This flag will continue flying until the vessel comes in or disappears. When the bar is rough, vessels fear to approach sufficiently near to see the signal flags in the pilot boat. I have, therefore, directed that when this flag is hoisted, one shall be immediately raised on the unoccupied light-house staff; this can be easily seen from the vessel, and she may with safety, then, run down to the bar.

If you will give notice of the above in your paper, and request the Charleston and Savannah papers to do the same, you will essentially benefit coasters trading here.

I am, sir, respectfully,

Your obedient servant,

HARVEY BROWN,  
*Captain Com'g.*

The Editor of the Florida Herald.

The opening of a communication between the Atlantic and Pacific Oceans, by means of a canal connecting with the Pacific and Lake Nicaragua, thence through that lake and the river San Juan into the Caribbean or West Indian Sea, has been long regarded as the most suitable point at which such a communication could be opened. The Lake Nicaragua is only separated from the Pacific by an isthmus 13 miles wide; and that difficulty overcome, it is believed there are few others to encounter. Such a connection would be of the utmost moment to our commerce. The immense saving of time in a voyage to China and the East Indies, and the avoidance of the storms and dangers of passing Cape Horn, make the scheme most interesting to the commercial public. The New York Times gives an extract of a letter dated 17th April, at San Jose Costaurea, from Col. Juan Galindo. On that day Manuel Aquilla, and Juan Moro, were installed Governor and Lieut. Governor of that State. This letter says:—Lake Nicaragua is being surveyed by Government engineers; also, they are examining the isthmus separating it from the Pacific, and the river San Juan, which discharges the lake into the West India Seas. This is considered decidedly the most favorable locality for a canal, which is to bring China, one day, by steam packets, within ten or fifteen days sail of New York. Congress met March 15, in the federal city of San Salvador. Col. Galindo, above mentioned, is the gentleman whom many of our citizens will recollect in his visit to New York, about a year since. He is highly intelligent, and was educated in England, and is a native and distinguished officer in the employ of Central America.—*Richmond Compiler*.

There are, at present, upon the half-pay list of the French army, upwards of 4,000 officers, who cost the country above 2,800,000*fr.* a year. Of these, 1,583 belonged to the Royal Guard, or household troops of Charles X., receiving, annually, 500,000*fr.*; and 864 of the Swiss Guards, dismissed in 1830, and receiving 120,000*fr.* a year.—*Ibid*.

An experimental company of Foot Chasseurs is forming at Vincennes, in order to ascertain the efficiency of a new uniform and mode of equipment. They are to wear a kind of turban round their caps, and are to carry rifle carbines, which are loaded in a new and rapid manner, and carry with great accuracy.—*London Times*, Sept. 8.

## ARMY.

### OFFICIAL.

#### SPECIAL ORDERS.

No. 89, Nov. 2—Asst. Sur. B. M. Byrne, to Fort Heileman, Garey's Ferry.

No. 90, Nov. 6—Lieut. R. Anderson, 3d Arty., relieved as instructor of artillery at the military academy, and ordered to join his regiment in Florida.

Bvt. Major W. M. Graham, 4th Inf., to join his regiment.

#### APPOINTMENT.

Nov. 1. H. W. Wharton, of Pa., 2d Lieutenant, 6th Infantry.

#### PROMOTIONS.

Bennet Riley, Captain and brevet Major of the 6th Inf., to be Major of the 4th regiment of Infantry, Sept. 26, *vice* Birch, deceased.

1st Lieut. Gustavus Dorr, to be Captain 6th Infantry, Sept. 26, *vice* Riley, promoted.

2d Lieut. J. P. Center, to be 1st Lieut. 6th Inf., Sept. 26, *vice* Dorr, promoted.

2d Lieut. J. P. Harrison, to be 1st Lieut. 6th Inf., Oct. 31, *vice* Sevier, resigned.

#### RESIGNATION.

Robert Sevier, 1st Lieut. 6th Infantry, Oct. 31.

## NAVY.

### ORDERS.

Oct. 31—Comm'r A. Fitzhugh, to the command of ship Concord, on the W. I. station, *vice* B. Page, Jr., relieved on account of ill health.

Lieut. S. E. Munn, detached from W. I. squadron.

Nov. 1—Purser J. A. Bates, Navy Yard, Portsmouth, *vice* R. R. Waldron, relieved at his own request.

Gunner R. F. Dunn, Navy Yard, Portsmouth.

Asst. Sur. J. T. Mason, Naval Hospital, Pensacola, *vice* L. Wolfley, relieved.

Lieut. L. B. Newell, detached from receiving ship, N. York.

4—Surgeon W. Johnson, detached from brig Porpoise.

Chaplain A. Searle, Navy Yard, Boston.

6—P. Mid. L. Stoddard, do New York.

#### APPOINTMENTS.

Nov. 1.—Richard F. Dunn, Acting Gunner.

John Hayden, Acting Carpenter.

#### RESIGNATION.

James H. H. Sands, Midshipman, Nov. 4.

## MARRIAGES.

In Washington, on Wednesday evening, Nov. 1st, by the Rev. Dr. Hawley, CHARLES FRANCIS FREDERICK DE MONTHOLON, Attache to the French Legation, to MARY VICTORIA GRATIOT, daughter of Gen. CHARLES GRATIOT, of the U. S. Army.

On the 3d instant, by the Rev. Hugh Smith, Rector of St. Peter's Church, New York, Lieut. E. D. KEYES, U. S. Army, to CAROLINE M., daughter of JAMES B. CLARKE, Esq., of Brooklyn.

## DEATHS.

At Jefferson Barracks, on the 12th ult., HENRY ATKINSON, son of Captain SAMUEL MCREE, of the U. S. Army, aged 4 years and 5 months.

At St. Louis, on the 13th ult., MARY, eldest daughter of Major T. F. SMITH, late of the U. S. Army, in the 7th year of her age.

In Donaldsonville, La., on Friday, 13th ult., Mr. INGHAM WOOD, in the 28th year of his age, a native of Lancaster, Pa., formerly of the U. S. Army, and for the last twelve months attached to the Engineer Department of Louisiana. Mr. W., by his amiable and gentlemanly deportment, had attached to him a large circle of friends, who will sincerely sympathize with his relatives in the loss they have sustained by his death.

## NAVY SUPPLIES FOR THE YEAR 1833.

NAVY COMMISSIONERS' OFFICE, }  
November 7, 1837. }

**P**ROPOSALS, sealed and endorsed, will be received at this office until 3 o'clock, P. M. of the 29th November, 1837, for supplying and delivering at the Navy Yards, Charlestown, Massachusetts; Brooklyn, New York; Philadelphia; Washington, D. C.; Gosport, Virginia; and the Baltimore Naval Station, severally and respectively, such quantities of the following denominations of articles as the respective contractors for them may be ordered to furnish, upon requisitions from the respective commanding naval officers, or navy agents, for the use of the United States Navy, during the year 1838, viz:

1. Cordage.
2. Cold Rolled Copper.
3. Iron—round, flat, and square.
4. Dry White Lead.
5. Raw Linseed Oil.
6. Superfine Flour.
7. Ship Biscuit.
8. Whiskey.
9. Spermaceti Candles.
10. Spermaceti Oil.
11. Butter.
12. Cheeses.
13. Molasses, Vinegar, Rice and Beans.

Blank forms of offers for each denomination of articles will be furnished by the commanding officers of the navy yards and station to persons applying for them, and upon which all offers should be made, strictly conforming to the directions which they contain. Samples of the bisenit are lodged with the commandants of yards.

Separate proposals must be made for each navy yard, and for Baltimore. The blank offers furnished to individuals must have all the blanks filled up, and must be subscribed as directed in the note on the face of each form; and they must be *unqualified* and *unconditional*. As the forms specify all the conditions and stipulations to be performed by the respective contractors, no modification will be allowed.

Ten per centum will be withheld from the amount of all payments made from time to time for articles delivered, which will not be paid until the contracts shall be fully complied with in all respects.

Nov. 9—td.

## RATIONS FOR THE MARINE CORPS.

QUARTERMASTER'S OFFICE MARINE CORPS, }  
Washington City, Oct. 18, 1837. }

**S**EPARATE PROPOSALS will be received at this office until the 20th day of November next, for furnishing rations to the United States Marines, at the following stations, for the year 1838.

Portsmouth, New Hampshire; Charlestown, Massachusetts; Brooklyn, Long Island, New York; Philadelphia, Pennsylvania; Gosport, near Norfolk, Virginia; Pensacola, Florida; Washington City, District of Columbia.

The ration to consist of one pound and a quarter of fresh Beef, or three quarters of a pound of Mess Pork, eighteen ounces of Bread or Flour, at the option of the Government, and at the rate of four pounds of good green Coffee, eight pounds of good New Orleans Sugar, eight quarts of Beans, four quarts of Vinegar, two quarts of salt, four pounds of Soap, and one and a half pounds of candles to each hundred rations.

It is understood that all the necks and shins of Beef

are excluded, and the Bread or Flour shall be of superfine quality; all the articles to be unexceptionable; and to be issued to the troops without expense to the United States. The Proposals to be endorsed "Proposals for Rations, for 1838."

Oct. 26—td.

E. J. WEED, Q. M. M. C.

The Portsmouth Gazette, New Hampshire American Sentinel, and Pennsylvanian, Philadelphia; the New York Times, Morning Post, Boston; the Republican Herald, Providence, R. I.; Baltimore Republican, Norfolk Herald, and Pensacola Gazette, will give the above three insertions per week, and send one copy of the paper containing the advertisement to this office.

## NAVY GUNPOWDER.

NAVY COMMISSIONERS' OFFICE, }  
Oct. 30, 1837. }

**S**EALD PROPOSALS will be received at this office until three o'clock, P. M., of the 15th day of November next, for furnishing nine hundred barrels of cannon, and ninety barrels of priming powder, at each of the navy yards at Charlestown, Massachusetts, Brooklyn, New York, and Gosport, Virginia. The proposals must be made separately for each navy yard; and the offers for each will be considered without reference to the offers for other navy yards.

The powder must be manufactured in the best manner, and from the best and purest materials; must be glazed, and be granulated of such size, and be subject to such tests and inspection, as the Navy Commissioners may direct, for ascertaining its strength, density, and ability to resist the action of humidity without serious deterioration. The strength of the powder will be determined by the distance which one ounce, avoirdupois weight, will throw a twenty-four pound ball from the navy eprouvettes.

The average range of the whole quantity under every contract must be equal to 250 yards, and no barrel of powder will be received of which the range shall not exceed 200 yards.

In selecting the powder for the proofs, one sample will be taken from near one of the heads, and one from near the centre of each barrel; and if the two ranges from the same cask shall differ more than twenty yards, a third sample shall be fired to determine the mean range for the cask, otherwise the mean of the two ranges shall be taken as the mean range of the cask. The test for determining the density and ability to resist moisture will be comparative; and the powder must, in these respects, be perfectly satisfactory to the Commissioners of the Navy, or it will not be received, whatever may be its strength.

The whole of the said powder must be packed in good, sound, dry, well seasoned, substantial *copper-hooped* casks, of such dimensions that, with one hundred pounds of powder in each, a space of two inches will be left between the powder and head, when standing on end. The hoops must be eight in number for each barrel, well riveted, one inch in width, of uniform thickness, and the weight of the hoops not less than sixteen pounds on each barrel.

The whole quantity of each denomination of powder must be delivered on or before the first day of May, 1838.

The persons contracting will be furnished, upon applying to the Navy Commissioners, with the necessary directions, to show the size to which the powder is to be granulated.

Persons making proposals must state the price asked per pound, including all the expenses of casks, *copper hoops*, packing, and delivery, and every other expense to them, attending the fulfilling the contracts to be made, excepting the charge, and expenses of inspection and proof, which will be provided and borne by the Government.

No payment will be made upon a less quantity than is required at any one of the navy yards, nor until the same shall have been delivered, inspected, tested, approved, and received, to the entire satisfaction and approbation of the Commissioners of the Navy, or such other persons as they may appoint. No extension of the time stated for delivery will be granted.

Ten per centum will be withheld from the amount of all payments on account of the contract or contracts to be made, not to be paid until they are in all respects complied with.

Nov. 2—td